

Application No. 10/634,918
Reply dated September 12, 2005
Response to Office Action dated June 10, 2005

REMARKS/ARGUMENTS

Description of amendments

Claims 28-31 are newly submitted; claims 20-22 and 27 have been cancelled; and claims 12-16 and 19 are withdrawn from consideration. No new matter has been added.

Newly submitted claims 28-31 are supported by the application as originally filed (see, for example, original claims 20-22 and 27, and Fig. 28).

Objection to the claims

Claims 20-22 and 27 were objected to on the ground that they contain informalities. This objection has been rendered moot by the cancellation of claims 20-22 and 27.

Objection to the drawings

The drawings are objected to under 37 CFR 1.83(a) as not showing every feature of the claimed invention. Specifically, the drawings were objected to on the ground that the limitation "block" of claims 20-22 and 27 was not shown. This objection is moot because claims 20-22 and 27 have been cancelled and newly submitted claims 28-31 do not include this limitation.

Rejections under 35 U.S.C. §§102 and 103(a)

Claims 20, 22, and 27 were rejected under 35 U.S.C. §102(b) as being anticipated by *Tenney* (U.S. Patent 3,612,014). Claim 21 was rejected under 35

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U.S.C. §103(a) as being unpatentable over *Tenney* in view of Toda (U.S. Patent 6,354,251). The rejections have been rendered moot by the cancellation of claims 20-22 and 27.

Patentability of new claims 28-31

For the following reasons, Applicant respectfully submits that claims 28-31 are patentable over the cited references.

Each of claims 28-31 recites, either directly or indirectly, a two-stroke cycle engine, in which "each of the front and rear portions includes a recess on an outer area of the said portion near the axis of the crankshaft...." (Emphasis added.) This limitation is not taught or suggested by the cited references. *Tenney*, for example, does not teach or suggest the "recess" of Applicant's claimed invention. In *Tenney*, crank shaft attachments have to be mounted outside of the plate 14A without utilizing the large dead space in the crankcase (10) as shown in the hatched area. In Applicant's claimed invention, on the other hand, the space/length of the scavenger passages (109d) is maintained as the size of the engine in its longitudinal direction becomes comparatively smaller than that of the prior art. The rear portion of the crankcase (05b) has a space for the scavenger passage (109d) and a recess such that crankshaft attachments such as starter pulley can be mounted. By providing a recess, crankshaft attachments can be installed closer to the cylinder axis (50), minimizing the size of the engine in its longitudinal direction.

The air supply chamber (10) which air passage (10a) is connected to is provided on the side wall of cylinder (2) above the crankcase (05a, 05b) on the line extending from a common surface (512). As the air supply chamber (10) is located above the common surface (512), it enables equal distribution of air through the scavenger passages located approximately symmetrically on either

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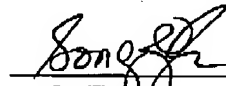
side of the extended line of the common surface, resulting in minimizing the length of the branching air passages (10a, 10b).

In light of the foregoing remarks, this application is considered to be in condition for allowance, and early passage of this case to issue is respectfully requested. If there are any questions regarding this amendment or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and please charge any deficiency in fees or credit any overpayments to Deposit Account No. 05-1323 (Docket #037083.48851D4).

Respectfully submitted,

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J. D. Evans

Registration No. 26,269

Song Zhu, Ph.D.

Registration No. 44,420

CROWELL & MORING LLP
Intellectual Property Group
P.O. Box 14300
Washington, DC 20044-4300
Telephone No.: (202) 624-2500
Facsimile No.: (202) 628-8844
JDE:SZ:tlm (395598)